



SECOND EDITION. The China Mail. ESTABLISHED 1845

MR. MUMK
JAPANESE PHOTOGRAPHY
All kinds of Photographs
Work done to order
LITHOGRAPHING AND PRINTING
AMATEURS & SPECIALISTS
—
24, QUEEN'S ROAD CENTRAL

No. 15,870.

號一月八年一十一百九千一第

HONGKONG, THURSDAY, AUGUST 1, 1912

子壬大歲年元國民華中

PRICE, \$3.00 Per Month

WATSON'S

PRICKLY HEAT POWDER.

Is prepared according to the prescription of a celebrated physician (an eminent authority on tropical ailments) and it embodies the latest ideas on the treatment of this distressing complaint.

Very Effective and
Highly Recommended.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY.

POPULAR

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 3, 1912.

BRITISH OFFICIAL HONOURER.

Presentation at Hankow.

On Saturday, at noon, says the "Hankow Daily News" of July 22, on the invitation of Herbert Goffe, Esquire, C.M.G., H.B.M. Consul-General, a large gathering of residents assembled at the British Consulate to witness the presentation of a piece of plate to Mr. E. G. Byrne, also of the British Consular Service. The piece of plate, which took the form of an exquisite silver basket, bore the following inscription engraved thereon:—Presented by His Majesty's Government to Ernest Goffe Byrne in recognition of his valuable services during the Revolution at Hankow, October, November and December 1911. The Consul-General, who was supported by Captain William R.N., S.N.O., Captain Mallinson, the Officer Commanding-Hankow Column and his Staff, said Mr. Byrne had during the recent Revolution rendered valuable services to the foreign community, he had had, in his almost daily interviews with General Li, to pass through the zone of fire. With his great tact, coupled with the knowledge of Chinese, he had been the means of settling very important negotiations with the Chinese. His Majesty's Minister had also forwarded a letter in which he greatly appreciated Mr. Byrne's services. He had, therefore, great pleasure in handing, on behalf of His Majesty's Government this piece of plate to Mr. Byrne (applause).

Mr. Goffe then introduced Mr. Heron-perger, Chairman of the Chamber of Commerce, who after a felicitous speech presented Mr. Byrne with a massive silver cigar box as a memento from the Chamber of their appreciation of his services during the recent troublous times. Mr. Byrne then replied in a few well-chosen words, thanking the donors for the valuable presents. Three cheers were then called and heartily responded to, after which the health of the recipient was toasted, thus terminating a very pleasant function.

THIS MEANS YOU.

THERE is one medicine that every family should be provided with and especially during the summer months; viz. Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is almost certain to be needed. It costs but a quarter. Can you afford to be without it? For sale by all Chemists and Storekeepers.

Business Notices.

FOR SALE.
Seven 18 foot ROW BOATS.
New Anchors and Chains.
One Steam Launch, Pumps & Injectors.

W. S. Bailey & Co., Ltd.

TELEGRAM

Received on 11. 11. 11. from LONDON

We beg to inform you ROYAL WARRANT AWARDED
our Company for Milk.



TRADE MARK

CONDENSED MILK.
MILKMAID STERILIZED NATURAL MILK.
EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 2nd AUGUST.

8.00 A.M. 'HEUNGSHAN.' 8.00 A.M. 'HONAM.'

10.00 P.M. 'KINSHAN.' 6.00 P.M. 'FAITSHAN.'

SATURDAY, 3rd AUGUST.

8.00 A.M. 'HONAM.' 8.00 A.M. 'HEUNGSHAN.'

10.00 P.M. 'HEUNGSHAN.' 6.00 P.M. 'KINSHAN.'

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' Tons 1651. S.S. 'SUI AN' Tons 1651.

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.

Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSIONS TO MACAO.

SUNDAY, 4th AUGUST.

The Company's Steamship "SUI AN,"

will depart from the Company's WING LOK STREET WHARF at 9 A.M.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

MONDAY, 5th August, S.S. SUI AN will depart from Wing Lok Wharf at 9 A.M. and return from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'HOI-SANG,' 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LHO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 688 Tons, and S.S. 'NANNING,' 566 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers, 'LINTIAN' and 'SANGUI' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).

Opposite the Blake Pier.

CHEN KWONG & CO., LD

GENERAL IMPORT &

EXPORT.

CANTON'S LARGE

WHOLESALE & RETAIL

STORE:

FURNITURE, Draperies, Groceries

Boat and Shoes.

Makers of Jewellery, Lacquerware,

Onkney Ware.

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to

order by our own tailors.

Large assortment of Chinese Silks and

Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton to

buy Chinese and Foreign Goods.

SUP PAT POO STREET.

TEL. No. 1406. CANTON

Canton, August 1, 1911.

SINGON & CO.

ESTABLISHED A.D. 1880

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers, Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipchangers. Nos. 30 and

of HING LING STREET, (2nd Street, west

37, Central Market) Telephone No. 515.

Hongkong September 4, 1909.

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Business Notices.

PRICKLY HEAT REMEDIES.

VICTORIA PRICKLY HEAT LOTION

The only Safe and Certain Cure. 50 Cts. and \$1.00 per bottle.

VICTORIA PRICKLY HEAT POWDER

Gives Immediate Relief. 50 Cts. and \$1.00 per tin.

IMPROVED LAVENDER TALCUM POWDER

Antiseptic and Soothing. 45 Cents per tin.

VICTORIA CARBOLIC SOAP

Specialty recommended by the Medical Faculty for all forms of

Prickly Heat and Skin Irritation.

THE

VICTORIA DISPENSARY.

(Opposite the Clock Tower) QUEEN'S ROAD CENTRAL.

THE

LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description

Pioneers in the design and manufacture of

PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL

RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

The Taikeo Dockyard and Engineering

Co. of Hongkong, Ltd.

AGENTS, BUTTERFIELD, & SWIRE

Hongkong, October 3, 1911.

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MASSEY'S COMMERCIAL MAP & DIRECTORY.

NOW COMPILING

Advertisers and Residents:

HEADS OF BUSINESS HOUSES,

PROFESSIONAL MEN,

SECRETAIRES of CLUBS,

MANAGERS of HOTELS,

PRINCIPALS and MATRONS of HOSPITALS,

and ALL RESIDENTS are requested to send in full

particulars.

NAME

ADDRESS

TELEPHONE NUMBER

CABLE ADDRESS

For FREE Insertion. To—

K. A. MASSEY,

33, KING EDWARD HOTEL.

Hongkong, February 12, 1912.

1141

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

198

J. H. TAGGART, Manager.

PEAK HOTEL.

ADJACENT TO VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

() FEN to the South Winds in Summer and protected from the North-east "Winds" in

Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent

Island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Terms—From \$5 per day. Telephone Add. "Peak" 100.

Ladies' Attendants "Tea Room." Special rates for married families on application to

the Manager.

CHARGES MODERATE.

F. REICHMANN, Proprietor.

Telephone No. 197. TELEGRAPHIC ADDRESS "COMFORT" HONGKONG.

Hongkong, November 10, 1906

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Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

in Casks of 375 lbs. net.

in Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS

FAIRALL & CO.

LAST WEEK OF CLEARANCE SALE.

Special bargains in all Department

Dresses and all Goods at

wonderfully low prices.

Ladies Walking & Evening Shoes at less than cost

2, PEDDER STREET. Telephone 544

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Hughes and Hough

ACTIONEERS TO THE GOVERNMENT.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.B.C. 4th & 5th EDITIONS.
AL TELEGRAPHIC CODE.

Telegraphic Address:
"MERIDON" HONGKONG.

PUBLIC AUCTION.

MESSRS HUGHES & HOUGH will
sell by Public Auction

WEDNESDAY.

the 7th August, 1912, at 11 a.m., at their
Sake Rooms, No. 8, Des Vaux Road,
corner of Fox House Street.

SUPERIOR TURKISH TOWELS,
IRISH HOUSEHOLD LINENS
AND SUNDRIES.

Comprising—
Fine Turkish Towels, Bath Towels, Bath
Sheets, Bath Gowns, Hockaback Towels,
Fine Damask Table Cloths and Serviettes,
Hand-embroidered Pillow Cases and Bolster
Slips, Single and Double Bed Size Sheets,
Hand-embroidered Bedspreads, Single and
Double Bed Quilts, Lace Curtains (43 yds.
by 70 inches wide), Handkerchiefs, Ladies'
Unmade Robes, Dressing Gowns, Ladies' and
Gent's Hosiery, Shoes, Socks, Trays and
Supper Cloths, Gent's Shirts, Ladies' Dress
Lengths, &c., &c.

(All New Goods just arrived and will be
sold in small lots.)

On view on day previous to sale.
Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, July 23, 1912.

Hotels.

THE
STATION HOTEL,
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS,
BATH-ROOM TO EACH ROOM.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.

BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

For Particulars apply to

THE MANAGER.

Tel. No. K120. Tel. Address: "STATION".

Hongkong, Feb. 27, 1912.

BRAESIDE

PRIVATE HOTEL.

STANDING in its own grounds with

Air and Well Furnished Rooms, Every

comfort. Fine View of the Harbour.

Telephone No. 980.

Apply to Mrs F. W. WATTS,

"Braeside," 20, Macdonnell Road.

Hongkong, September 2, 1908.

KINGSCLEERE HOTEL,

HONGKONG.

UNRIVALLED position in the Hill

district, overlooking the Botanical

Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously

fitted Bathrooms, Telephones and Electric

Fans.

Telephones in Bedrooms and Sitting-rooms

throughout.

Telephone No. 1122.

Cable Address: "Kingscleere."

Hongkong, September 7, 1913.

KING EDWARD HOTEL

A

HIGH-CLASS HOTEL.

UNDER ENTIRELY NEW MANAGE-

MENT.

THOROUGHLY RENOVATED.

LOW TERMS.

EXCELLENT CUISINE.

E. HAYNES, Manager.

Hongkong, October 2, 1908.

GEO. P. LAMMERT

AUCTIONEER.

PUBLIC AUCTION.

THE Underigned has received instructions

to sell by Public Auction,

SATURDAY,

the 3rd August, 1912, commencing at

11 a.m., at No. 6, LYNDHURST VILLAS,

Kowloon.

The Residence of Dr. HARTLEY.

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE,

(Particulars from Catalogue).

TERMS:—Cash on delivery.

On View from Friday, the 2nd August.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, July 27, 1912.

Auctions.

G. P. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the

Letting by Public Auction Sale, to be

held on TUESDAY, the 6th day of August,

1912, at 3 p.m., at the Offices of the Public

Works Department, by Order of His Ex-

cellency the Governor, of Two Lots of

DOWN LAND below Kenney Road, in

the Colony of Hongkong, for a term of 75

years, with the option of renewal at Crown

Rent to be fixed by the Surveyor of the

Land, for one further term of

75 years.

Particulars of the Lot.

Lot	Area	Frontage	Depth	Area	Frontage	Depth
1	10,000 sq. ft.	100 ft.	100 ft.	10,000 sq. ft.	100 ft.	100 ft.
2	10,000 sq. ft.	100 ft.	100 ft.	10,000 sq. ft.	100 ft.	100 ft.

NOTICE

LESSONS IN CHINESE

MR LI HON FAN, a Chinese graduate

versed in literature, has been a teacher

to European officials and merchants in the

Colony for over ten years.

He has a good method of training Euro-

peans to pass in the Chinese examination, and

is possessed of a first rate certificate as a

Chinese teacher. He has also a good know-

ledge of Mandarin and Hakka.

Those who intend learning the Chinese

language are requested to write care of

China Road office or direct to 17, Upper

wood Road, 1st floor.

Hongkong, May 17, 1912.

PEAK TRAMWAYS COMPANY

LIMITED.

NINE TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.10 p.m. Every 10 minutes.

3.10 p.m. to 3.20 p.m. Every 10 minutes.

3.20 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 3.40 p.m. Every 10 minutes.

3.40 p.m. to 3.50 p.m. Every 10 minutes.

3.50 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.10 p.m. Every 10 minutes.

4.10 p.m. to 4.20 p.m. Every 10 minutes.

4.20 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 4.40 p.m. Every 10 minutes.

4.40 p.m. to 4.50 p.m. Every 10 minutes.

4.50 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.10 p.m. Every 10 minutes.

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5.30 p.m. to 5.40 p.m. Every 10 minutes.

5.40 p.m. to 5.50 p.m. Every 10 minutes.

5.50 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.10 p.m. Every 10 minutes.

6.10 p.m. to 6.20 p.m. Every 10 minutes.

6.20 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 6.40 p.m. Every 10 minutes.

6.40 p.m. to 6.50 p.m. Every 10 minutes.

6.50 p.m. to 7.00 p.m. Every 10 minutes.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

3 STRAND 1 1/2" to 1 1/2"
CIRCUMFERENCE.

CABLE LAYED 5" to 15"
CIRCUMFERENCE.

4 STRAND 3" to 10"
CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive it while at home.

Price £34 per annum including postage. THE CHINA MAIL, Ltd., Wyndham Street.

LLOYD GEORGE—THE MAN.

An Intimate Study.

Mr P. Whitwell Wilson contributes the

following interesting study of Mr Lloyd

George to *Parson's Magazine*:

My excuse for jotting down these some-

what intimate reminiscences about Mr

Lloyd George is, that for a number of years

now I have been brought into frequent

contact with him, chiefly in my capacity as

a Parliamentary journalist. It is not only

that I have heard nearly all his recent

speeches in the House of Commons; I have

interviewed him in his official room behind

the Speaker's chair; breakfasted, lunched,

and dined with him at Downing Street;

pursued him on platforms, and shared his

hospitality in the legendary "palace"

which he is said to have built for himself

at Criccieth.

Whatever we may think of Mr Lloyd

George's opinions and achievements, we

shall all admit that he has been already a

maker of history. He may, for all we

know, rise higher yet. And the re-

collections which here follow, written as

they are while the memory is fresh, will I

am sure, be received, even by Mr Lloyd

George's fiercest critics, as a real and

authentic picture, derived at close quarters

of the actual man.

Let me first dispel the amusing myth

which has grown up around Mr Lloyd

George's house at Criccieth. The Common

idea is that this homeless taxpayer is

squandering his ill-gotten gains upon a vast

medieval fortress, where, on luxurious

terraces, overlooking the sunlit bay, he

and his accomplices (especially Mr Massey)

reclie at ease, while the muffled

shrieks from tortured millionaires rise at

intervals from the dungeons underground.

Anyone who is brave enough to visit this

robber stronghold, will find a simple white-

walled house, designed on new art lines,

standing in an acre of two of land, which

is divided roughly between a kitchen gar-

den and tennis lawn.

Having come to dine, we found on enter-

ing an emigrant, though embarrassed,

Treasury official, perched on a chair in the

middle of the hall. Bluebooks and typed

memoranda lay around his feet in all the

picturesque confusion of an administrative

hayfield. His only table was a writing-

board, balanced on the knees.

"I told my husband," explained Mr

Lloyd George, when we were building

this house, that we should make provision

for a study. But he only replied: "That

will be all right; when the weather's fine,

we can sit on the verandah." This is

why on the ground floor there are only

a dining-room, a drawing-room, and a sit-

ting-hall, all of them of modest dimen-

sions, decoration, and furniture—witness

the cottage pianoforte. There are no

menservants, save the chauffeur—for Mr

Lloyd George pleads guilty to a motor-car.

Perhaps the most audacious play upon

Mr Lloyd George's local patriotism came

from one of his intimate colleagues, who

must be nameless. The subject was Car-

marvon Castle, of which Mr Lloyd George

is Constable. "Yes," said the daring politi-

cian, "I agree; it is a very fine ruin, and

if it had been situated in a civilized

country like France, instead of in a suburb

of Dulwich, it would have been famous by

now."

The description of Wales as "a suburb

of Dulwich" was followed by a brief but

terrible pause. Then the reply came.

"Not another bite shall you have," said

the Constable of Carnarvon Castle, "until

Intimations

Kowloon's Needs Supplied.

In order to meet the demands of our numerous customers in Kowloon we have decided to open a branch at 38, Haiphong Road, from which our famed French Bread and Mocha Coffee and all the choice delicacies for which our Hongkong Store holds first rank in the Colony will be delivered on shortest notice.

Opening Day: Saturday, July 20.

NOTE ADDRESS: 38, HAIPHONG ROAD. TELEPHONE No. K. 86.

THE FRENCH STORE.

Hongkong April 19, 1912.

THE WISE -

Forward their Parcels and Cases, etc.

BY THE

China Express Co.

THE OTHER WISE

TAKE THE CONSEQUENCES.

Do not add to the trials of every day life by trying to ship your own effects, curios, etc. We forward packages of any size, shape or weight to ALL PARTS OF THE WORLD AT LOWEST RATES.

Connections with the principal Express and Forwarding Agencies throughout Great Britain, the Colonies, America and the Continent of Europe.

Packing and Warehousing

Raggage Stored or Transhipped.

CHINA EXPRESS CO.

(ESTABLISHED 1844)

3, DUDDELL STREET,
(OPPOSITE LAMBERT'S AUCTION ROOMS).

Ring Up Telephone No. 668.

Hongkong, June 1, 1912.

Fresh Consignment

DESSERT CHOCOLATES

PLAIN BOXES. QUALITY ONLY.

Weismann, Limited.

14, DES VŒUX ROAD CENTRAL.

Hongkong July 20, 1910.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

FIREBRICKS

FIRECLAY,

STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents

THE CHINA MAIL

COMBINED COLOURED

TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons

during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 cents

From the CHINA MAIL Office

LLOYD GEORGE—THE MAN.

(Continued from page 3.)

One morning of this critical period I shall never forget. It was at Downing Street, and when I called, he was alone, sitting back in the deep shadows of a huge chair. He began to talk with terrible bitterness about the horrors of modern war. "Look," said he, in a tense, eager voice, "look at what occurred in the battle of Tashima. A shell burst in the conning tower of a Japanese battleship. It shattered every man there into fragments. And what happened? They simply ordered up a fresh lot who had to work the place with the levers all dripping with their comrades' blood and flesh. And this was what they learnt from Christian Europe—sheer return to barbarism." His face was pale, heavily lined, his hands were restless as his eyes; his wild Celtic eloquence swept over me, as if I were an audience of 10,000 in the Albert Hall.

Mr Lloyd George's favourite time for entertaining journalists is breakfast. Morning after morning he would appear at these early banquets, a little haggard after his late sittings over the Budget, but invariably vivacious and eager to fight again the battles of the evening before. It was only under doctor's orders that he abstained for a time these receptions and took his breakfast more quietly, but he still keeps in close touch with them in which respect he follows Mr Chamberlain.

Not long ago, he told me that while he would often evade an inconvenient inquiry, he makes it a rule never to mislead a journalist. The evasion takes various forms, and there are few experiences more delightfully provoking than a long and merry talk over Lord Hugh Cecil when there happens to be in the air a crisis over Germany. Mr Lloyd George discusses his friends, and even his colleagues, with genial candour but he does not bang unkindly, from which vice he is preserved by his amazing enjoyment of human nature—its foibles and absurdities. When he is most annoyed, the storm at one breaks with the first gleam of humour. He will pardon anything that can be made to serve for a laugh.

"This time they did not trouble about your windows," said a visitor to him one morning, after the Suffragettes had been smashing around.

"No," he answered. "And it is a wonder. For they usually attack their friends and leave their enemies alone."

He was somewhat amused by Miss Chittall's Pantheist argument that the time had come for breaking all windows, since nobody cared very much about Cabinet Ministers being annoyed.

"That is shrewder than some of the things they say," was his comment. "The public are quite indifferent so long as we are the only people to suffer."

The truth about his illness may now be frankly stated. The Budget did not nearly break him down. He wanted shorter sittings and the closure. The House insisted upon long discussions, lasting all night. At the end of it all came a couple of General Elections, on the last of which Mr Lloyd George was sent north to rally Scotland, by open sea meeting. His voice collapsed, as did Mr Asquith a few months later, and all kinds of rumours were circulated. He insisted upon reading the newspapers, which were peppered with paragraphs hinting at vague alarm and calculated to depress him. It is enough to say that he has completely got over his clergyman's wife's shock, and is stronger for the rest which it imposed.

It was during his retirement near Flocks stone that he drafted the Insurance Bill. He was as eager over it as a mother over her first child.

There is a delightful story of how he whiled away his leisure by joining the local budget hunters, where he was teamed with a sportsman which had for years been constituting him daily to regions of ultimate retribution. His relish of these sports was just like the pleasure of a schoolboy who goes binningesting and there was one exquisite scene when he invited the hunt leaders under the temporary roof. Would they take a cup of tea? Well—they would be sorry to give trouble. A cup of coffee, then? Again, a polite but firm refusal. The talk came when the host, his eyes twinkling with genuine glee at the little comedy, suggested that possibly his guests might like to name their own beverages. An uninvited guest at once broke forth, and it was an hour or more before the company separated the best of friends.

The comm-rade in a fashionable society that Mr Lloyd George is not only a rickety politician but also a kind of fearful gorgon who, in private life, turns his acquaintances to stone. The truth is that there never was a gentler and more truthful ruler of public affairs. People call upon him, in the full belief that their last moment has come, and they find him modest, anxious for their views, a good listener, and a consummate master of tact. He is merely stating what is a notorious fact when I say that Mr Lloyd George is a great favourite of the House of Commons and especially with Mr Balfour, but also with the Court. He is excellent company and his counts even with the highest in the land.

This personal charm doubtless makes him a useful man in the dangerous and less polished diplomatic, but in estimating the secret of his fascination over men, allowance should be made for the elemental quality of his character—a good heart. He thoroughly enjoys doing a kindness.

At the late King's funeral, every window had a value. Mr Lloyd George gave his to the humblest folk. You could see him hurrying about in his gold lace uniform with apparently only one thought—what would be the best vantage point for an aged schoolmistress, whose eyesight had been impaired by years. That this lady should have the best of seats seemed to be his only cause of anxiety.

His worst enemy has never stood him of snobbery. At his house you meet the friends of his youth, who find in him no difference from the neighbour whom they knew in the old days at Cricketh.

That is the real man behind the statesman. He has the subtlety of a child, the instincts of a Celt. On the surface he is all emotion—gay and grave; beneath the surface he is all tenacity—dogged, persevering, even intolerant when he encounters obstacles. Seemingly to yield, he resists most tenaciously; a democrat, he believes in enforcing his decisions.

So he has enemies who will never forgive him; he has opponents who will always admire him. But the beautiful thing is that he said all the things of a statesman, and he never lost the capacity for evoking personal affection.

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No. 13, BEACONSFIELD ARCADE, First floor.
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Hongkong, Aug. 2, 1911. 16

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last port.
Albatross	despatch vessel	1700	12	2000	Comdr. C. L. Lamb	Hong
Atlas	Admiralty tug	—	—	—	Master W. West	Hong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Pritchard	Kiuk
Britomart	river gunboat	710	2	900	Lt.-Comdr. W. H. Darwall	Hank
Cadmus	sloop	1070	6	1400	Comdr. H. P. E. T. Williams	Hank
Cherub	water tank and tug	300	—	300	Master H. Smith	Hong
Clio	sloop	1070	6	1400	Comdr. H. R. Vane	Cant
Defence	cruiser, 1st class	14,600	—	—	—	Hon
Fame	torpedo boat destroyer	300	6	5700	Lt.-Comdr. H. S. Monro	Hon
Floca	cruiser, 2nd class	4380	10	7000	Capt. C. F. Corbett, M.V.O.	Hon
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. E. Boddan-Wholham	West
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. Maxwell	Swat
Keen	cruiser, 1st class	9000	14	22,000	Capt. A. T. Hunt, C.S.I.M.	Amoy
Kimsha	river gunboat	418	4	1200	Lt.-Comdr. H. D. Marryat	Yang
Merlin	sloop	1340	—	—	Capt. F. O. C. Pasco	Surv
Minotaur	cruiser, 1st class	14,300	—	27,000	Capt. G. C. Cayley	Shan
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. E. H. F. Bartlett	Shan
Moorehead	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West
Newcastle	cruiser, 2nd class	4900	—	—	Capt. G. P. E. Hunt, D.S.O.	Shan
Nightingale	river gunboat	85	2	240	Lt.-Com. Malcolm Murray	Yang
Otter	torpedo boat destroyer	350	6	6300	Comdr. Seymour	Hon
Pegasus	cruiser	2132	—	—	Capt. F. H. Mitchell	Shan
Prometheus	cruiser	2135	—	5000	Comdr. P. H. Warleigh	Hong
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Shan
Rosario	depot-ship, submarines	990	—	1400	Lt.-Comdr. J. E. Archdale	Hong
Robin	river gunboat	85	2	240	Lt.-Com. Allan Dixon	West
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. H. Hutton	West
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yang
Taku	torpedo boat destroyer	350	6	6300	Lt.-Comdr. Brickenden	Hong
Tamar	receiving ship	4680	6	—	Commodore C. J. Byres	Hong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Uppo
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Hank
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. B. W. Bluet	Shan
Vingo	torpedo boat destroyer	355	6	6300	Lt.-Com. H. D. Adair-Hall	Hong
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. F. A. Reynolds	Hong
Welland	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. T. B. Chambers	Shan
Whiting	torpedo boat destroyer	360	6	6900	Comdr. G. B. Hartford	Hong
Widgeon	river gunboat	195	2	800	Com. M. H. Widding	Kiao
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yang
Woodlark	river gunboat	150	2	500	Lt.-Comdr. G. F. A. Mulock	Yang
36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hong
37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hong
38	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hong
0.35	torpedo boat	—	—	—	Lt. Comdr. Woodward	West
0.36	torpedo boat	—	—	—	Lt. Comdr. Murphy	West
0.37	torpedo boat	—	—	—	Lt. Comdr. Nicol	West

* Flagship of Vice-Admiral Alfred L. Winsloe, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last port.
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Naut	Shang
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Vergos	Shang
Kleber	French armoured cruiser	9730	12	19,600	Capt. Gout	Saigon
Deiddee	French gunboat	445	10	1900	Lt.-Comdr. Vandier	Saigon
Argus	French river gunboat	130	6	570	Lt.-Comdr. Dordet	Canto
Vigilante	French gunboat	123	7	500	Lt.-Comdr. de Jerville	Canto
Pelico	French gunboat	130	—	—	Lt.-Comdr. Collin	Tongk
Dondard de Lagree	French gunboat	—	—	—	Lt.-Comdr. Dupuy Duteemps	Tchon

* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last port.
Lynx	French sub-marine	—	—	—	Lt.-Comdr. Boitix	Saigon
Protes	French sub-marine	—	—	—	Lt.-Comdr. Boitix	Saigon
* Styx	French armoured gunboat	1738	10	1700	Lt.-Comdr. Guillaume-Louis	Saigon
Fronda	French destroyer	350	7	303	Lt.-Comdr. Antille	Saigon
d'Iberville	French destroyer	—	—	—	Capt. de Frigate Rouisen	Hank
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon

* Flagship of Capt. (Commodore) Boucaut, Commanding the local defence Indo-China.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last port.
Emden	German cruiser	3600	22	13,500	Capt. v. Restorff	Tsing
Gaisensau	German armoured cruiser	11,600	36	26,000	Captain v. Uselar	Tsing
Illis	German gunboat	900	12	1300	Comdr. v. Gohren	Shang
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsing
Leipzig	German gunboat	3250	24	11,000	Capt. Behncke	Tsing
Luchs	German gunboat	900	10	1350	Comdr. Bönemann	Tsing
Nürnberg	German cruiser	3400	22	13,200	Capt. Morsberger	Tsing
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yang
Scharnhorst	German flagship	11,600	36	26,000	Capt. Rosing	Shang
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Berrenberg	Tsing
Taku	German torpedo-boat	280	4	6000	Obt. z. S. Claassen	Tsing
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Tsing
Taigantau	German river gunboat	223	4	1300	Capt. Lieut. Frhr. Ficks	Canto
Vaterland	German river gunboat	223	4	500	Obt. z. S. Prinz	Shang

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last port.
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Picomardi	Shang
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patric	Portuguese gunboat	700	—	—	Captain J. Milheiro	Timor

Albany	U. S. protected cruiser	3430	10	7500	Com. M. L. Bristol	Olongapo
Bainbridge	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. C. S. Graves	Yanaguayan
Berry	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. R. Hill	Yanaguayan
Callao	U. S. gunboat	243	8	250	Lieut. Stuart W. Calk	Canton
Chauncoy	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. F. J. Fletcher	Yanaguayan
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Shanghai
Dale	U. S. torpedo-boat-destroyer	420	7	8000	Ensign J. L. Oswald	Olongapo
Decatur	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. B. H. Green	Yanaguayan
El Cano	U. S. gunboat	620	4	600	Lt. Comdr. V. S. Houston	Yanaguayan
Holena	U. S. gunboat	1302	8	1988	Comdr. R. H. Jackson	Yanaguayan
Mohican	U. S. station ship	1900	6	1100	Chief Gunner J. Mitchell	Olongapo
Monsadnock	U. S. monitor	3700	6	3000	Lt. E. P. Svars	Olongapo
Monterey	U. S. monitor	4084	4	5277	Commander H. A. Wiley	Swatow
Pampaunga	U. S. gunboat	243	8	—	Lieut. C. A. Woodruff	Cavite
Piscataqua	U. S. sea going tug	854	2	1600	Lieut. B. W. Wallace	Hongkong
Pompey	U. S. Repair ship	3085	—	—	Lieut. R. V. Lowe	Shanghai
Quiros	U. S. gunboat	350	2	208	Lieut. J. W. Schoenfeld	Yanaguayan
* Rainbow	U. S. cruiser	4360	14	1800	Lt. Comdr. A. N. Mitchell	Cruzin
Star	U. S. gunboat	243	8	250	Lt. E. D. Washburn, Jr.	Ichang
† Saratoga	U. S. armored cruiser	8115	14	17,401	Comdr. H. A. Bispham	Wusu
Villalobos	U. S. gunboat	370	9	208	Ensign H. A. McClure	Yanaguayan
Wilmington	U. S. gunboat	1397	8	1584	Comdr. W. A. Edgar	Hongkong
Worcester	U. S. tug	492	—	650	Chief Boatsn. P. E. Radcliffe	Hongkong

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Hongkong, July 20, 1912.

THE CHINA MAIL
Typhoon Guide,
120 cents.

of the passengers and crew, which will agree was worthy, as Mr. Aquith said, of the "best traditions of the sea," the judgment says that "better organisation might have saved more lives." Presumably, the organisation refers to the method of dealing with the passengers when it was found that the vessel was sinking. At such a time anything worthy of the name of "organisation" must always be difficult to realise, but as already stated, and justly recognised, the organisation that was manifested on the occasion of the disaster was of such a nature that it sufficed to do all that could legitimately be expected should be done in the circumstances. We are glad to see the emphatic statement regarding Sir Cosmo Duff Gordon, as the accusation made against him was undoubtedly a gross and cruel calumny. The reference to Mr. Ismay that his position "did not impose upon him the moral duty to sink with the vessel" reads as though it was "what sarcasm." All know under what fortunate circumstances Mr. Ismay found himself among the rescued, and he certainly did not owe his rescue to his position as Managing Director of the White Star Company, as the evidence amply bore out. Few will be found to dispute the statement—terrible indictment as it really is—that those on the "Titanic" lights, and that she might have saved many lives—if not all. It is as we have said, a terrible indictment, but from the evidence, it certainly seems to be none too strong—is, in fact, in every respect amply justified. The third class passengers, the Court are of opinion, were not "unfairly treated"—and that conclusion will also meet with a general acceptance, as the evidence gives ample ground for belief in the soundness of the finding.

As for the recommendations of the Court they are thoroughly practicable and admirable, and all will agree that the provision of life-boats should be based on the number of passengers carried and not on a vessel's tonnage, no matter what regulations are laid down by the Board of Trade or any other body. The other recommendations need not be referred to in detail or commented on, as their soundness is abundantly evident. The concluding statement in which the hope is expressed that an International Conference might be convened for the purpose of ensuring common action will receive universal approbation, as it is only by international action that the recommendations are likely to be given effect to in the most complete and most beneficial manner.

Over the terrible disaster, which has been the cause of so much profound sorrow, there will be shed a glimmer of brightness should it be the means of bringing so many useful reforms into world-wide and everyday service.

NEWS OF THE DAY.

The Anchor liner Columbia, the Donaldson liner Atlanta, and the Han River liner left Glasgow on a recent Saturday with over 1,200 Scottish emigrants for Canada and the United States.

The French cruiser, Kleber, recently sent around in the Indian Sea, Japan. Her propeller is damaged and there is a hole in her hull. She went into dock at Kobe and later will go to Takao, Hongkong, says a Singapore paper to hand.

The death is announced of Mr. R. Saint-Pol, proprietor of the Terminus Hotel, Hankow, as having occurred at the Catholic Hospital, Hankow, on July 22. Mr. Saint-Pol came to Hankow about 1899 for the Astor House and started the Terminus Hotel in 1902. He was much respected at Hankow, and was several times elected a member of the French Municipal Council. He leaves a wife and three children.

NEWS OF THE DAY.

The American destroyers Decatur and Chauncey arrived this morning from Shanghai en route to Manila. They leave for the latter port again this evening or tomorrow morning.

A Moji dispatch says a collision took place there on July 21 between the C.P.R. steamer "Montague" and the "Shin A Maru" of the Osaka Shosen Kaisha. The latter vessel was slightly injured.

The value of Japan's exports during the ten days ended the 20th ult., amounted to ¥13,392,000, and the imports to ¥15,754,000. The excess of imports over the exports since January 1st amounts to ¥125,000,000.

For three days beginning from yesterday, says the "Peking Daily News" of the 10th July, a number of girls are giving a light vaudeville performance at the Eukwang Guild building for the benefit of the National Contribution fund.

A telegram from the Captain of the battleship Texas says that as the result of inspection on the 19th instant it has been ascertained that there is no hope of raising the Japanese cruiser Naniwa, which sank in the Sea of Okhotsk on the 18th instant.

As England and the United States, says a native paper, are the greatest naval powers in the world, the Minister of the Navy will take them as standards of perfection and has requested the Chinese representatives to the two countries to send back all the new naval regulations to the Ministry.

Passengers on the Tai On on Tuesday night saw an exciting encounter between the crew of a junk and a number of pirates at Kowloon Bar, where the water is very shallow. The crew of the junk used a cannon to keep off the robbers, and a breeze springing up, set sail and managed to get away.

At the Marine Magistrate's Court this morning, before Commander Beckwith, R.N., a cargo boatman was sentenced to two months imprisonment in default of paying a fine of \$50 for making fast to the sea. Hai Ching while under way in the harbour. Another boatman who anchored in a prohibited place was fined \$5.

The steam launch Marlow, which at one time belonged to the Canton-Kowloon Railway, has just been sold to Messrs. Jardine, Matheson and Co. for \$13,000 by Messrs. Carmichael and Clarke. She has had a thorough refit, and is now boarded up and prepared for the long journey to Borneo, which is her ultimate destination. She is to do the voyage under her own steam.

During the inspection of the emigrants on the British India steamer Torla, which left yesterday for the Straits, one of the females was observed to be acting in a peculiar manner, tearing her clothes and throwing money on the deck. She was examined by the doctor and pronounced insane, and was sent ashore to the hospital to be kept under observation.

Messrs. Lloyd, Matheson and Carriv's in their Weekly Tea Report, dated July 4, state with reference to China:—The S.S. "China" arrived on the 2nd instant with the first consignment of new season's black tea. So far, only a moderate extent of business is reported in fine and finest Keemun and Kintucks from 18. 1d. to 1s. 7d. per lb. Buyers have, however, bought a good many parcels of good quality grades at 9d. to 11d. per lb. The market for price is quiet. Old Seasons are selling at 4d. to 4 1/2d., and New are attractive values at 5 1/2d. to 6d. per lb.

SPORTING.

Interport Football.
The invitation sent the Shanghai Football Association by footballers in Kobe to visit that city during the winter for an interport match will be submitted to the first general meeting of the football council in October, says the "China Press." The Football Association members favour the idea, and if the men go north this season it will be the first time they have played in Japan in an interport match.

Billiards.
The semi-final of the billiard tournament in connection with the Masonic Club, Kowloon, was played off last night between N. L. Ralston and E. Edwards. In a game of 25, Edwards owed 75 and Ralston 40, the final score being Ralston 250, Edwards 169. The highest breaks were: Edwards, 26, 22, 18; Ralston 10, 18, 10. The winner of the tournament will be the recipient of a handsome cup presented by Mr. J. B. Wood, of Vau-de-ver, the second prize being given by Mr. Chavard, proprietor of the Astor House Hotel. The finalists will be Mr. R. Brown and Mr. Coleman; of Hongkong and Whampoa Dock Company. The match will be played next Friday night at the Club.

MINDEN DAY ANNIVERSARY.

YORKSHIRE L.I. CELEBRATIONS.
Trooping the Colour.
Speech by H.E. the Governor.

The 1st King's Own Yorkshire Light Infantry celebrated to-day the anniversary of the battle of Minden, in which, as the old 51st Regiment, with five other British infantry regiments and some cavalry, they fought with signal success against the French, whose cavalry were practically annihilated by the English foot. The part played by the 51st in the engagement was a conspicuous one, and August 1st will ever be honoured by the K.O.Y.L.I., wherever they may be.

To-day's celebrations commenced with the ceremony of trooping the colour, which was carried out on the Hongkong Cricket Ground in the presence of a very large gathering of naval, military and civil residents; H.E. the Governor taking the salute.

There were four guards, Major Withycombe being in command, and officers and men were roses in their helmets and tunics in commemoration of the fact that on the memorable day in 1758, the men marched through a rose garden on the way to their position, and plucked the flowers to decorate their head-dress. The Colours, drums and some of the band instruments were similarly decorated.

The troops had marched on to the ground to an inspiring quick march when H.E. Sir Henry May, accompanied by Lady May and his Staff Officers, arrived, and proceeded to a platform beneath a canopy which had been erected at the saluting base. The Misses May were also present, and among the group of naval and military officers were noticed Major-General Anderson, Commodore Anstruther, and Commander Hubbard, of the U.S.S. Wilmington.

There are few military ceremonies which appeal more to the popular fancy, or are more spectacular than that of Trooping the Colour; and as carried out by the K.O.Y.L.I. this morning it was very effective and impressive. Despite the great heat of the sun, from which they had no shelter, the four guards which took part went through the lengthy evolutions with a smartness and precision which must have had its effect even on the most matter-of-fact spectator. Equally impressive as the splendidly concerted movements of the troops was the band music to which they moved; it was exceedingly well played, and a pretty feature was the part taken by the silver bugles, which were heard to fine effect in a two-part call, and in concert with the other instruments.

The robed-bedecked colours having been taken over by the Colour Officer, Lieut. Staveley, the Colour Company marched through the ranks of the other three Companies, and while the Colour Guard presented arms "Rule Britannia" was played. The troops then moved off in quarter column formation, and marched past the saluting base at the double. Returning, they marched past at the present in quarter column and the Royal salute was taken by H.E. the Governor.

THE GOVERNOR'S ADDRESS.
The men then formed up in front of the saluting base, and were addressed by H.E. Sir Henry May as follows:—

Major Withycombe, officers and men of the King's Own Yorkshire Light Infantry. I am proud to take part in this your time-honoured ceremony. Every Englishman (and I use that word in its widest sense) is proud of your splendid regiment which won undying fame on the field of Minden and which has not failed in later years to add lustre to its glorious traditions. In these days when men strive to sway the Councils of the Empire with the rattle of money bags, it behooves the sons of Britain to remember that in the hour of dire necessity the wealth of the world will avail nothing without the clank of sabre, the flash of naked bayonet and the rumble of moving cannon; without the strong hands of the nations manhood armed to the sword and trained to its use; without stout hearts instinct with disciplined obedience to instructed and skilled commanders.

Therefore I pray that every Englishman (and again I use the word in its widest sense) who have witnessed your ceremony to-day or who shall read of it in the press will hasten to prepare themselves to assist you and your comrades in arms should the necessity arise; and I pray you English boys who are growing up to take your places in due course in the ranks of this fighting regiment will not fail, even as you have not failed, to carry your banners through the blood of our enemies to glorious victory for King and country.

Officers and men I salute you as brave and disciplined men, worthy successors of the heroes of Minden.

The Governor then called for three cheers for the "K.O.Y.L.I." which were heartily given, and further cheers were given at His Excellency's request for the "Hongkong Tiger" and the British Lion. The troops then marched back to barracks.

THE BATTLE OF MINDEN.

In 1758 the 51st Regiment landed at Embden with the rest of the British forces, under Charles, Duke of Marlborough, and in the following year took part in the operations which terminated so gloriously in the battle of Minden.

The battle of Minden was fought on August 1st, 1759, the Commander of the French forces being Marshal Contades, and of the allied forces Prince Ferdinand of Brunswick. The British troops—six regiments of infantry and some cavalry—were under Sir George Sackville. Minden is a small town on the banks of the Weser in Hanover, and was thus the scene of one of the most celebrated battles of the Seven Years' War. The part played by the regiment was as follows:—

About seven o'clock the six battalions, of eight companies each about eighty strong, in two brigades, formed to the right, marching up by special divisions to the front, until forming upon the plains of Minden under a heavy cannonade. They were opposed to a formidable body of cavalry of the best troops of the French service. The first Brigade consisted of the 12th, 23rd and 35th, under Major-General Waldegrave, and the second Brigade, the 20th, 21st and 51st under Major-General Kingsley. The 51st were in the centre. The two brigades marched forward and repulsed a very fierce attack by the French cavalry. On their retreat the second column of cavalry charged severely, but the first line of the British troops opened and caught the enemy between the two fires, each line firing high and killing and wounding or making prisoner the greater part of the cavalry who made the charge. The two Brigades then formed into one line and repulsed the flank attack made by a Saxon Corp. The six British regiments lost in the battle out of 4,000 men, 11 officers, 11 sergeants, 1 drummer, 260 rank and file killed; 51 officers, 41 sergeants, 11 drummers, 919 rank and file wounded.

Prince Ferdinand of Brunswick at a general parade complimented the British troops on their valour and said that the victory was in great part due to their gallantry. Marshal Contades, when he saw the advance of the six British regiments said "I have seen what I could never have believed to be possible—unbroken cavalry charged and beaten by infantry." The regiment will never forget that it shared in the glory of Minden.

Thus the short account of the battle ends, and that the statement is warranted is shown by the honour paid to-day to the memory of those who in 1758 shared in so great a victory. The regiments associated with the 51st will be better recognised under their territorial names: The Suffolk Regiment—the 12th; the Royal Welsh Fusiliers—the 23rd; the King's Own Scottish Borderers—the 21st; and the Hampshire Regiment—the 35th.

This evening the officers are entertaining at their Mess over 500 invited guests. The rooms have been lavishly decorated for the occasion with flags and electrically lighted Chinese lanterns. Conspicuous among the table decorations will be the Minden Cup, a large and handsome specimen of the silversmith's art. The cup, which was given to the Mess by officers of the Battalion, is surmounted by a figure of Sir John Moore, the hero of Corunna, who was once Colonel of the Regiment. The supper will be followed by an entertainment in the riding-school.

INDIA'S AT VARIANCE.

Soldier and Police Charged with Assault.

Before Mr. Irving at the Magistrate's this afternoon three Indians, two of them Naval Yard Police and one a Sergeant in the H.K.S.R.A. were charged with assaulting another Indian at Kowloon with intent to do him bodily harm. The case was adjourned until a fortnight ago. Mr. Subaltern Ruse, solicitor, represented the defendant, and Mr. W. E. L. Shenton defended the three men.

It was alleged by complainant that defendants rushed at him in the dark at Kowloon, beat him with canes, kicked him and threatened to take his life. The charge was reduced from one of attempted murder to common assault at the first hearing. Mr. Irving stating that much of the evidence was obviously false. One of the constables stated that on the evening of the alleged assault he was at the H-ply Barracks, and went straight from there to his quarters on Kennett Island.

TYPHOON WARNING.

We are respectfully informed by the American Consul-General that he has received the following telegram from Manila Observatory:—10 a.m.—Manila, Aug. 2, 1912.

Cyclone or Typh on near or over Balaibany moun E.N.E.

SCOTTISH CRICKET.

(From Our Own Correspondent)
Edinburgh, July 9.

For a County engagement, it was in the natural order of things that Stirling should fall to Fifehire, even although R. G. Tait was not in form. Several of the Forthill team scored brightly; the leading player being W. S. Whyte, 107. The draw between Fife and Clackmannans was a fair result on merits. Aberdeenshire were disagreeably surprised when their best fell to something short of Forthshire's strongest. They fared disastrously against D. Smythe, a Cambridge University graduate, who made his first Scottish appearance, and Benkin, the professional. Six of their wickets went down for 60; but the tall offered vigorous resistance, and the last four wickets added over 80, Miller hitting 34. The fast bowling of Smythe and Benkin was expensive, however, no fewer than 41 extras being registered, almost one-third of the losers' total. Perthshire made a bad opening, two going out before a run was scored. But, thanks to J. A. Ferguson, who played a brilliant not out innings of 72, they got the victory.

In club matches, Grange won from both Carlton and Gala. Against Gala, H. S. Sanderson made 60; B. L. Peel, 50; and Hon. B. B. Watson, 30. Edinburgh Academicals had a feeble show against Drumpellier. For the Western team, D. McBean gave a lively exhibition with his 45, compiled in half an hour.

COUNTRY CHAMPIONSHIP.
Forfarshire, 205; Stirlingshire, 72. Aberdeenshire, 150; Perthshire, 153 for 6. Clackmannanshire, 202—closed; Fifehire, 141 for 8.

WESTERN UNION.
Police, 121; Kilmarnock, 107. Uddingston, 128; Forthshire, 84. Schools.

Fettes, 110 and 181. Loretto, 137 and 120.

OTHER MATCHES.
Carlton, 194; Grange, 199 for 9. Gala, 32; Grange, 238.

Merchiston Castle, 131; Merchistonians, 202 for 9. West, 150; Glasgow Academicals, 119 for 9. Edin. Academicals, 52; Drumpellier, 166.

Clydesdale, 71; R.H.S., 40. Watsonians, 167—closed; Edin. Univ., 91 for 5. Stewartians, 173—closed; Heriotians, 125 for 6. Merchiston N.L., 244—closed; Drumpellier, 121 for 9.

POLICE COURT ITEMS.

The following cases were heard at the Police Court to-day. Fines of \$9 each were imposed upon persons for causing obstruction, and for hawking without licences.

A charge of assaulting the police was brought against two Chinese—one a man, and the other a lad.

An Indian constable gave evidence that while he was in the act of arresting the elder defendant, the other one came along and started stoning him. He might have been much injured had it not for assistance arrived.

Mr. King, Deputy Superintendent of Police, asked his Worship for the imposition of a heavy penalty, as the case was a serious one. The boy was ordered to receive six strokes of the birch, and the man was committed to imprisonment for six weeks.

A Chinese cigarette dealer was remanded on a charge of stealing \$3. Bail \$100.

A sentence of one year's imprisonment was imposed upon a man for returning from banishment. It was stated in the evidence that this was the third occasion upon which he had returned to the Colony after being banished.

A Chinese man and woman were charged with stealing the sum of \$420, in addition to clothing valued at about \$15, from No. 20, Wing-Kat Street.

Sgt. Adlington, who conducted the case for the prosecution, applied for a remand which was granted, bail being fixed at \$1,000.

Three Chinese were brought up upon a charge of exporting a quantity of opium without a licence.

Mr. Hodgson, assistant Crown solicitor, prosecuted, and the defendants were represented by Mr. Otto Kong Sing.

After a portion of the evidence had been gone into a remand was granted, the defendants each being allowed bail in sums of \$500.

A man was charged with being in possession of a quantity of small cartridge caps, without having lawful authority. A fine of \$25 was imposed.

BOWEL COMPLAINT IN CHILDREN.

CHILDREN when too young to be able to sit up, are liable to this trouble, especially in warm weather, should never be neglected. The best medicine in use for ailments of this kind is Chamberlain's Colic, Cholera and Diarrhoea Remedy. When treated with water and given on a full stomach, which is of great importance when giving medicine to children. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

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THE SINGAPORE FORGERY CASE.

SABATIER AND MULLER
SENTENCED.

(From Our Own Correspondent.)

Singapore, August 1.
M. Sabatier, a well-known French resident of Singapore, who during the past twenty years was the proprietor of the largest hair-dressing saloon here, was sentenced to-day to five years imprisonment for forging Government currency notes.

Sabatier's assistant, Muller, received a similar sentence.
Mrs Sabatier was discharged.

HOME RACING.

RESULT OF GOODWOOD PLATE.

(Reuter's Service to the China Mail.)

London, August 1.
The result of the Goodwood Plate (2 miles) run at Goodwood yesterday was—

Irish Marine.....1
Winthorpe.....2
Warrington.....3

Nine ran. Three lengths separated first and second and half a length second and third.

The winner was favourite; the starting prices being 4 to 1 Irish Marine, 5 to 1 Winthorpe and Warrington.

(Note.—Irish Marine is a four-year-old bay colt by Desmond-Marengo; Winthorpe is a four-year-old chestnut gelding by Sarcot-Ambergris; Warrington is a three-year-old bay colt by Warrage-Sunny South.—Ed. C. M.)

GOODWOOD CUP PROBABLES.

The Probables for the Goodwood Cup (2½ miles) to be run at Goodwood to-day are—King William, Maher, 9st. 3lb.; Tullihardine, Wootton, 8st. 12lb.; and Tootles, Piper, 8st. 9lb.

SOUTH AFRICA AND THE EMPIRE WIRELESS PROPOSAL.

(Reuter's Service to the China Mail.)

London, August 1.
Reuter's South African correspondent states that the South African Union Government has notified the Imperial Government of their readiness to participate in the Empire Wireless Telegraph proposals. South Africa is prepared to establish a high power station at Pretoria at a cost of £80,000. The Union Government regards the matter as of the utmost importance from the standpoint of defence.

GERMANY AND ASIATIC LABOUR

A DENIAL.

(Reuter's Service to the China Mail.)

London, July 31.
A Reuter's message from Johannesburg states that Dr. Solf, the German Colonial Secretary, who is there on a visit, on being interviewed denied that he had said that importation of Asiatics for South-west Africa was imminent. He thought the Home Government would not object if it were absolutely necessary, but, at any rate, it was not certain that the Chinese Government would consent to the restrictive conditions which would have to be imposed.

THE NEW YORK SENSATION.

2½ MILLION DOLLARS GRAFT.
Alleged Police Corruption.

(Reuter's Service to the China Mail.)

London, July 31.
Reuter's New York correspondent states that the man arrested in the Rosenthal Case has signed an affidavit in which he declares that three police officials of the city divided graft amounting to 2½ million dollars during the past year from gambling and other illegal resorts.

TURCO-ITALIAN WAR.

TURKEY RESOLVES TO CONTINUE.

(Reuter's Service to the China Mail.)

London, July 31.
The Grand Vizier of Turkey read his programme in the Chamber at Constantinople, and it was resolved to continue the war till Turkey obtained all conditions compatible with her rights.

The Chamber passed a vote of confidence in the Government by 113 votes to 46.

BY TELEGRAPH.

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THE TEST MATCH ABANDONED

(Reuter's Service to the China Mail.)

London, August 1.
The Test Match between England and Australia has had to be abandoned owing to rain.

THE LATE EMPEROR OF JAPAN

(Reuter's Service to the China Mail.)

London, July 31.
The Japanese Ambassador, interviewed by Reuter, said he was deeply touched by the expression of condolence by their Majesties and Queen Alexandra and the genuine sympathy of the people, who, despite a few dissentients, heartily appreciated the Alliance.

A TELEGRAM FROM INDIA.

A telegram from Simla states that the Government of India offices were closed yesterday as a mark of respect to the deceased Emperor of Japan.

TRIBUTES FROM GERMANY, RUSSIA AND AUSTRIA.

The German official papers warmly pay tributes to the late Emperor for his handling of the problems connected with Japan's transition to modern ways. Austrian and Russian journals also join in the chorus of praise.

MR ASQUITH'S TRIBUTE.

London, August 1.
In the House of Commons yesterday Mr Asquith, in moving that an address be presented to the King with reference to the death of the Emperor of Japan, said—

The Emperor's death marks the close of the most memorable reign of modern history, in which there has been a series of changes unparalleled both with regard to the status of the Sovereign and the development of the people. The Emperor witnessed, within less than fifty years, his own transformation from a semi-divine, and carefully sequestered figure in the background of national life, into a constitutional monarch. Under his rule Japan emerged from a seclusion which seemed impenetrable, and beyond the reach of change, into the forefront of the family of nations. She has become a great naval and military Power, with a splendid record for stubborn discipline and heroism (Cheers). She is to-day in close vital touch with the currents and movements of modern life, and I cannot recall the name of a ruler in history within the limits of whose single reign progress so vast, and of so much meaning both to his own subjects and mankind has been attained. While we join in the general tribute of the whole civilised world, we may be permitted a special acknowledgment of our own.

We in this House extend to our allies and friends in the Far East the assurance of our profound sympathy with them in their bereavement, and beg them to believe that we honour with them the imperishable memory of the Great Ruler whom they have lost. Ten years ago Japan became bound to us by a Treaty Alliance which has since been twice renewed and extended, and after a test of its experience it rests to-day upon a firm and enduring foundation. It is an alliance not for aggression or provocation, but for the defence and for the common interests and developments of human ideals, and above all, for the safeguarding and preservation of peace.

Ten years ago Japan became bound to us by Treaty Alliance. Twice since then the alliance has been renewed and extended, and after the test of experience it rests to-day upon a firm and enduring foundation (Cheers). It is an alliance, not for aggression or provocation, but for the defence of common interests, the development of humane ideals, and above all for safeguarding the preservation of peace. We in this House extend to our friends and allies in the Far East our profound sympathy with them in their bereavement, and beg them to believe that we honour with them the imperishable memory of the great ruler whom they have lost (Cheers).

Mr Bonar Law seconded the motion. He said As the ally of Japan, through an alliance which in troubled times had done much to secure peace in the East, they shared the loss and sympathised with the grief of the Japanese people (Cheers). The motion was adopted.

BY TELEGRAPH.

THE DATE OF THE FUNERAL.

(Independent News Agency's Service to the China Mail.)

Tokyo, August 1.
The funeral of the late Emperor will take place at the beginning of October, and the Coronation ceremony of the new Emperor will be carried out at Kyoto, the former capital, on the same day of next year.

NEW EMPEROR'S FIRST AUDIENCE.

A ceremony was held this morning at which his Majesty the Emperor received in audience the Ministers of State, members of the Privy Council, and other dignitaries of Japan. His Majesty addressed them in a few sincere and solemn words.

DAISHO—NAME OF THE NEW ERA.

It is proclaimed that the name of the new era shall be Daisho, and the 30th July Meiji shall be known as the 30th July Daisho. It is also proclaimed that the period of national mourning for the late Emperor shall be one year, dating from July 30th of the year Daisho, and that for five days from July 30 of the year Daisho, all musical performances shall be suspended.

THE NEW EMPEROR AND HIS MINISTERS.

(Reuter's Service to the China Mail.)

London, Aug. 1.
Reuter's Tokyo correspondent telegraphs that the Emperor, in the presence of his Ministers, read the Imperial Rescript announcing his accession. The Premier replied, eulogising the late Emperor, and pledging unbounded loyalty to the new Sovereign.

THE OPIUM QUESTION.

POSITION OF INDIA AND CHINA.

(Reuter's Service to the China Mail.)

London, July 31.
On the Indian Budget debate in the House of Commons, Mr. Montagu, Under Secretary of State for India, referring to opium, said the Government of India did not intend to reduce the area still under cultivation. They believed that as at present advised the recrudescence of poppy growing in China was only temporary. "The Chinese Government has assured us that they will adhere to the Convention. We do not propose to vary the agreement. It is a bad moment to ask us to extinguish the trade with China as it would encourage the people of China to break the law."

HOME CRICKET.

(Reuter's Service to the China Mail.)

London, July 31.
The Middlesex v. Worcestershire County League match at Worcester was abandoned owing to rain. Middlesex were awarded three points.

The Hants v. Gloucestershire match at Southampton has been abandoned. No points were awarded.

The South Africans match with the Minor Counties at Stoke was abandoned owing to rain.

The Yorkshire v. Sussex match at Bradford was also abandoned. No points were awarded.

The Surrey v. Leicestershire match at the Oval ended in a draw.

MR BONAR LAW AND IRISH HOME RULE.

(Reuter's Service to the China Mail.)

London, July 31.
In the House of Commons, in the debate on the Irish Estimates, reference was made to Mr Bonar Law's statement at Blenheim on July 27. Mr Bonar Law declared that the passage referred to had been carefully weighed by him; and if he thought a considerable number of his followers disapproved, he would resign, but he had no clear sign that any of his followers did not endorse every word. So long as there was no evidence that the Government was not supported by the people, Unionists were determined that Home Rule should not come to pass.

Mr Asquith declared that Mr Bonar Law's views would mean an absolute end to Parliamentary Government. (Note.—Mr Bonar Law, speaking at a Unionist Demonstration at Blenheim on July 27, said that if the Government attempted to use force against the men of Ulster it would start a civil war shattering the Empire.—Ed. C. M.)

SECOND EDITION

Stop Press News

BY TELEGRAPH.

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THE BELFAST TROUBLES.

DEBATE IN THE HOUSE OF COMMONS.

(Reuter's Service to the China Mail.)

London, August 1.
In the House of Commons, Mr. Devlin opened the debate by calling attention to the attacks of the Catholic workmen at Belfast.

Mr. Birrell, Chief Secretary for Ireland, said that the Government were determined to use all the force of the Crown to suppress the abominable outrages.

Mr. Bonar Law spoke in reply to Mr. Redmond's challenge.

Mr. Asquith described the Blenheim speech as being unparalleled language for any responsible statesman to use. It amounted to a declaration of war against the Constitution, and it was impossible to acquit the Opposition for the outrages.

CANADA AND THE EMPIRE.

NOT INCLINED TO BE A SILENT PARTAKER.

(Reuter's Service to the China Mail.)

London, August 1.
The Hon. R. L. Borden, Canadian Premier, has returned from Paris. He was yesterday evening presented with the Freedom of the Company of Leather-sellers.

In a speech, he said that Canada was not inclined to become a silent partaker in the work of carrying on the Empire. Canadians were determined that the Empire should be maintained by the seas being kept open, and Britons throughout the world would continue the great work of civilisation.

CHINESE NEWS.

(Wah Tsz Yat Po's Service.)

SHANGHAI, Aug. 1.
Most of the members of the Consultative Chamber have requested summer holidays in order, it is stated, to avoid the National Chamber Elections.

The newly-appointed General of Mongolia, who is a Mongolian Prince, has requested to have a powerful army at his disposal, to prevent the northern Mongolians from being taken unawares. Chang Ming Chi, the late Viceroy of Canton, has returned from Japan with the intention, it is stated, of securing some office.

THE LONDON DOCK STRIKES.

EXCITING SCENES.

(Reuter's Service to the China Mail.)

London, July 31.
Crowds of strikers applied for work in London yesterday.

There were exciting scenes at the docks. The free labourers were panic-stricken. Some rushed from the ships, leaving their coats and waistcoats and even their breakfasts. Others defended themselves with sticks, rivets and bottles, but were routed after fierce encounters, the strikers hunting them over fences and ditches, out of the docks.

ORGANISED ATTACK BY STRIKERS.

Disgraceful Scenes.

LONDON, August 1.

The strikers at Victoria Dock attacked two non-Unionists. A furious melee ensued, stones, bricks and bludgeons being used, after which revolvers were brought into action. The police made baton charges. Three men were sent to hospital shot through the neck, stomach and thigh. Four others had revolver wounds and many were injured by stones.

Similar outbreaks occurred at the Albert and West India Docks. They had apparently been organised for the purpose of clearing out free labourers.

LIGHTER MEN RESOLVE TO W.R.K.

At a Mass meeting of lightermen it was resolved to resume work. A letter was read from Lord Devonport, Chairman of the Port of London Authority, guaranteeing the former agreements of the employers. His Lordship desired to deal justly and generously with the workmen as peaceful work was of paramount interest to the Port. He hoped that the long struggle would terminate in good temper on both sides.

Lord Tullibardin appealed to the men to accept Lord Devonport's offer. Mr. Costello, strike-leader, similarly emphasised the fact that Lord Devonport would keep his word.

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LAI-ANG	22nd Aug.		
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A VERY LIGHT LAGER.

You may call it the Leading Japanese Beer
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The Raw Materials are all imported from Germany
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But the water is used from a famous Spring in Yokohama, noted not only for its absolute pure quality and softness but for its curative properties for Dyspepsia and other kindred diseases. Kirin Beer is a Household word in Palaces, Embassies and the Foreign Residences in Japan, and has been awarded the Highest Medals wherever exhibited.

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CALL		Aug. 3rd	Advertisement
SHANGHAI, MOJI, KOBE	SARDINIA	About	Freight and
YOKOHAMA	Capt. C. C. TAYLOR, R.N.R.	8th Aug.	Passage.
LONDON & ANTWERP	PERIA	About	Freight only
via SUEZ, PANAMA, COLON	Capt. S. FINCH, R.N.R.	7th Aug.	
PORT SAID & MARSEILLE			
SHANGHAI	ASSAYE	About	Freight and
	Capt. G. W. COCKMAN, R.N.R.	10th Aug.	Passage.

H. W. D. SHALLARD, Acting Superintendent.

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From Hongkong.	From Quebec.
1912	1912
MONTEAGLE SAT. Aug. 3.	ALLAN LINE Fri. Aug. 30.
EMPEROR OF INDIA Sat. Aug. 24.	EMPEROR OF BRITAIN Fri. Sept. 20.
EMPEROR OF JAPAN Sat. Sept. 14.	ALLAN LINE Fri. Oct. 11.

Steamships leave HONGKONG at 6 P.M.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEBEC and RAIL TO VANCOUVER.	From YOKOHAMA via KOBE, NAGASAKI AND SHANGHAI.
ALLAN LINE Fri. June 28	MONTEAGLE Sat. July 27.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

B. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (except Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port £45.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION.	STEAMERS.	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	AKI MARU, Capt. B. Kun, Tons 12,000	WEDNESDAY, 14th Aug., at Daylight.
VICTORIA, B.O. & SEAT.	MISHIMA MARU, Capt. A. E. Nosen, Tons 16,000	WEDNESDAY, 28th Aug., at Daylight.
YLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.	YOKOHAMA MARU, Capt. K. Noda, Tons 12,000	TUESDAY, 13th Aug., at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	INABA MARU, Capt. S. Tomimaga, Tons 12,500	TUESDAY, 27th Aug., at 4 p.m.
KOBE & YOKOHAMA.	YAWATA MARU, Capt. T. Sekine, Tons 7000	FRIDAY, 2nd Aug., at Noon.
BOMBAY, via SINGAPORE, COLOMBO.	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 30th Aug., at Noon.
SHANGHAI & KOBE.	SANDUKI MARU, Capt. Teranaka, Tons 12,000	FRIDAY, 2nd Aug., at Noon.
SHANGHAI, MOJI AND KOBE.	BAKATA MARU, Capt. H. Nomura, Tons 12,000	MONDAY, 5th Aug., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	JINSEI MARU, Capt. Machida, Tons 4000	MONDAY, 12th Aug., at Noon.
	COLOMBO MARU, Capt. Kamoishi, Tons 6000	WEDNESDAY, 14th Aug., at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 9,600	WEDNESDAY, 28th Aug., at Noon.

3 Fitted with new system of wireless telegraphy. 1 Cargo only.

CALCUTTA LINE.

SINGAPORE, PENANG, SINGAPORE & CALCUTTA

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.	Yokohama Return.	Kobe Return.	Moji Return.	Yokohama Return.
1st class \$135	\$122	\$108	\$95.	
2nd class \$81	\$75	\$65	\$57.	

With option of Rail between Steamer's calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to Telephone Nos. 292 & 1341.

T. KUSUMOTO, Manager.

Shipping.

? Going Home ?

A Holiday
at Home,
and a way
to get
there that's
a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost:

is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Mongolia	27,000 Tons	Starting Aug. 6th, at 1 p.m.
Persia	9,000 "	Aug. 27th, at 1 p.m.
Korea	18,000 "	Sept. 3rd, at 1 p.m.
Siberia	18,000 "	Sept. 17th, at 1 p.m.
China	12,000 "	Sept. 24th, at 1 p.m.
Manchuria	27,000 "	Oct. 1st, at 1 p.m.
Nile	11,000 "	Oct. 15th, at 1 p.m.
Mongolia	27,000 "	Oct. 23rd, at 1 p.m.

Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). Telephone No. 143.

Fred J. Halton, Agent.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers
OHIYO MARU, SHINYO MARU & TENYO MARU.
Speed 21 Knots. Displacement 21,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER
Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Nippon Maru	A. G. STEVENSON	Tuesday, 13th Aug., at Noon.
TENYO MARU	E. BENT	TUESDAY, 20th AUGUST, at Noon.
SHINYO MARU	H. S. SMITH	TUESDAY, 10th SEPT., at Noon.
OHIYO MARU	W. W. GARNETT	TUESDAY, 8th OCT., at Noon.

The S.S. NIPPON MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TEHUANTEPECO NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—
BUYO MARU, HONGKONG MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Kiyo Maru		Tuesday, 6th Aug., at 5 p.m.
BUYO MARU		FRIDAY, 4th OCTOBER, at Noon.
HONGKONG MARU		TUESDAY, 3rd DECEMBER, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (opposite Blake Pier).

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH and SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Forward
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. SUEVIA 2nd Aug.	S.S. HILDE 11th Aug.
S.S. PISA 11th Aug.	For Havre, Rotterdam & Hamburg
S.S. O.J.D. ABILERS 22nd Aug.	S.S. GOLDENFELDS 22nd Aug.
S.S. C. FERD. LARSEN 11th Sept.	For Havre, Rotterdam & Hamburg
S.S. ARCADIA 24th Sept.	S.S. BILGWIA 5th Sept.
	For Havre & Hamburg
	S.S. SUEVIA 11th Sept.

For further particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	ANHUI	Aug. 3, Midnight.
HOIHOW (Maib) & HAIPHONG	SINGAN	Aug. 4, Daylight.
MANILA, CEBU & ILOILO	KAIFONG	Aug. 6, at 4 p.m.
WEIHAWEI, CHITOO & TIENSIN	KUICHOW	Aug. 8, at 4 p.m.
SHANGHAI	CHENAN	Aug. 8, at 4 p.m.
SHANGHAI	LIANAN	Aug. 10, Midnight.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tean' & 'Taming'. Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft; Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Lianan, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

NEW SERVICE

SHANGHAI TO ANTUNG, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via KINPO	KWONGSANG, FRIDAY	Aug. 2, at Noon.
SHANGHAI, KOBE & FUKUOKA	FOOKSANG, SATURDAY	Aug. 3, at Noon.
MANILA, MOJI	LOONGSANG, SATURDAY	Aug. 3, at 2 p.m.
SINGAPORE, PENANG & KUALA LUMPUR	KUMSANG, MONDAY	Aug. 5, at Noon.
SHANGHAI	WINGSANG, MONDAY	Aug. 5, at 4 p.m.
TIENSIN via WEIHAWEI, CHONGKING	TOESDAY	Aug. 6, at Noon.
MANILA	YUENSANG, SATURDAY	Aug. 10, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE Steamers Kutang, Namang and Pookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Looing and Kwang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chao, Tientsin, via Changhai.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. ITOLA, 6957 tons, Captain W. W. TUCKER, will be despatched for YOKOHAMA & KOBE on the 2nd August, at Daylight. To be followed on the 10th August by S.S. MUTTRA, Capt. H. CAREY, taking cargo and passengers at current rates.

WESTWARD

The S.S. FULTALA, 4154 tons, Capt. H. W. TAILLANT, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 8th August, at noon, followed by the S.S. FAZILKA, Capt. CAMMACK, on the 8th August, at noon, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215. Hongkong, July 19, 1912.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)

FOR	STEAMERS	Date of Departure.
LONDON, LEITH AND ANTWERP.	'PENBROKESHIRE'	about 6th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	'DEN OF GLAMIS'	about 25th August.
LONDON, LEITH & ANTWERP.	'CARMARTHENSHIRE'	about 3rd Sept.
SHANGHAI, KOBE AND YOKOHAMA.	'FLINTSHIRE'	about 20th Sept.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

S.S. ARHATOON APCAR, 4,450 tons, Capt. F. M. Austin, will be despatched for KOBE and MOJI on 8th August, at Noon.

S.S. JELUNGA, 3,361 tons, Capt. —, will be despatched for SHANGHAI, KOBE and MOJI on 18th August.

WESTWARD.

S.S. DILWARA, 4,600 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th August.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified Surgeon.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD.,

Hongkong, July 24, 1912. AGENT.

'HONGKONG'S MUSICAL HISTORY'

BY H. L. O. GARRETT.

Being a re-print of a series of articles that appeared in the CHINA MAIL.

Shipping

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	ANHUI	Aug. 3, Midnight.
HOIHOW (Maib) & HAIPHONG	SINGAN	Aug. 4, Daylight.
MANILA, CEBU & ILOILO	KAIFONG	Aug. 6, at 4 p.m.
WEIHAWEI, CHITOO & TIENSIN	KUICHOW	Aug. 8, at 4 p.m.
SHANGHAI	CHENAN	Aug. 8, at 4 p.m.
SHANGHAI	LIANAN	Aug. 10, Midnight.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

SHANGHAI TO ANTUNG, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR SHANGHAI via KINPO

SHANGHAI, KOBE & FUKUOKA

MANILA, MOJI

SINGAPORE, PENANG & KUALA LUMPUR

SHANGHAI

TIENSIN via WEIHAWEI, CHONGKING

MANILA

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE Steamers Kutang, Namang and Pookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Looing and Kwang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers to Europe	Due	Due
to Colombo		from Colombo to Europe	Brindisi (2 days earlier)	London (1 day later)
DELTA	Aug. 3	MALOA	Sept. 1	Sept. 7
ARADIA	Aug. 17	MONGOLIA	Sept. 13	Sept. 21
ASSAYE	Aug. 31	MEDINA	Sept. 24	Oct. 4
INDIA	Sept. 14	MALWA	Oct. 12	Oct. 18
DEVANHA	Sept. 28	MAGNETA	Oct. 26	Nov. 1
CHINA	Oct. 12	MAGNETA	Nov. 9	Nov. 15
DELTA	Oct. 26	MOREA	Nov. 23	Nov. 29
INDIA	Nov. 9	MARMORA	Dec. 7	Dec. 13
ASSAYE	Nov. 23	MULDAVA	Dec. 21	Dec. 27
DEVANHA	Dec. 7	MONGOLIA	Jan. 4	Jan. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely guaranteed in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE, £108.14 RETURN.
2nd £48.8

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NOT THROUGH) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tonnage	Leave Hongkong	Due London
NUBIA	8000	September 4	October 19
SARDINIA	7000	September 18	November 2
NAMUR	6700	October 16	December 1
NANKIN	7000	October 30	December 15
NYANZA	6700	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON
1st SALOON £55.00 SINGLE, £82.10 RETURN.
2nd £38.10

For further particulars apply to
H. W. D. SHALLARD,
Acting Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

PORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For MARSEILLES, Via Ports: ARMAND BTHIC. — 13th August, at 1 p.m.

TRANSHIPMENT on the Co's Steamers at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, SUEZ, and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours away from MARSEILLES to London. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED
SAILINGS FROM HONGKONG—
(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.O. & TACOMA via Keelung, Nagasaki, Kobe, Seattle, MARU, Yokkaichi & Yokohama		8094	Tuesday, 6th Aug., at 1 p.m.
VICTORIA, B.O. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokkaichi & Yokohama			Saturday, 17th Aug., at 1 p.m.
VICTORIA, B.O. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokkaichi & Yokohama			Saturday, 17th Aug., at 1 p.m.

1st-class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco, £110.

The Co's newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted room for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAMU via SWATOW & AMOY via DAIJIN MARU.		SUNDAY, 4th Aug., at Noon.
AMOY via SWATOW & MIYAJIMA MARU.		WEDNESDAY, 7th Aug., at 10 a.m.
FOOCHOW via SWATOW & KAIJO MARU.		WEDNESDAY, 14th July, at Noon.

N.B.—The Co's Coast-line and Formosa line of steamers, will arrive and depart from SOON YIP Co's Wharf (near the Harbour Office, Praya Central).

Fast speed, Superior passenger accommodation. Electric light throughout.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.C., VANCOUVER, SEATTLE, and
TACOMA.

via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
LORD DERBY	7000 tons, August 15th.

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.
Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates or Freight or Passage apply to
THE BANK LINE, LIMITED,
KING'S BUILDING, PRAYA CENTRAL.

TELEPHONE No. 725.

INDIAN AFRICAN LINE.

(CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.)

FROM HONGKONG. 20th July.
FROM COLOMBO. 10th August.

For Rates and further information, apply to
THE BANK LINE LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer at CALCUTTA.

For rates of Freight and further particulars apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

New Line of Steamers
TO
South African Ports,
ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.
S.S. DUNERIC, 3,000 tons, to be despatched second half of September.

And regularly thereafter.
For rates of Freight or regularly Passage apply to
THE BANK LINE, LIMITED,
Managing Agents.

Hongkong, August 28, 1911.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To Sail
NAPLES, GENOA, ALGERS, PRINCESS ALICE, GIBRALTAR, SOUTHAMP, TON, ANTWERP & BREMEN	Capt. L. Frank.	(20,300)	WEDNESDAY 7th Aug. at Noon.
SHANGHAI, NAGASAKI, KLEIST, KOBÉ & YOKOHAMA	Capt. L. Maass.	(17,000)	WEDNESDAY 7th Aug. at Noon.
MANILA, ANGAUR, YAP, COBLENZ, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. L. Klugkist.	(6,750)	SATURDAY 10th August, at 9 a.m.
KOBÉ & YOKOHAMA	Capt. D. Lenz.	(6,000)	TUESDAY 20th Aug.
KUDAT and SANDAKAN	Capt. F. Sembill.		Middle of August.

All the steamers of the Eutropia Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to
Norddeutscher Lloyd.

MELOHRS & CO.

General Agents, Hongkong & China.



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
TUBI	1,000	S. A. Creaby	Manila, Mangarin, Iloilo & Cebu	FRIDAY Aug. 9, at 4 p.m.
ZAFIRO	1,000	M. O. Smith	Manila, Mangarin, Iloilo & Cebu	MONDAY Aug. 19, at 4 p.m.

For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.

Shipping.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEY, SUEZ, PORT SAID.

Accelerated Train Service from Trieste to Paris, London and Berlin.

S.S. BOHEMIA, 7900 tons, will leave as above on 19th August.

S.S. AFRICA, 8800 tons, will leave as above on 19th September.

Cheap rates, Hongkong—Trieste, Venice 250 1st class, £36 2nd class & £10 3rd class.

Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. AFRICA, 8800 tons, will leave as above on 4th September.

S.S. BOHEMIA, 7900 tons, will leave as above on 3th August, at Daylight.

Cheap rates Hongkong—Shanghai £3 1st class, £4 2nd class and £2 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. AUSTRIA, 14,300 tons, will leave for YOKOHAMA & KOBÉ, via SHANGHAI about 28th August.

S.S. VORWÄRTS, 12,900 tons, will leave for TRIESTE, FIUME and VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEY, SUEZ, PORT SAID, on 1st September.

Superior accommodation for the Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,
PRINCES' BUILDING.

Hongkong, January 3, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Lights. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	2nd Aug. at 11 A.M.	8th Aug. at 11 A.M.
HAICHING	Capt. W. C. Passmore	FRIDAY		
HAITAN	Capt. J. S. Beach	TUESDAY		
HAIFANG	Capt. A. E. Hodgins	FRIDAY		

FOR SWATOW AND RETURN.

(Occupying 3 Days)

STEAMSHIP	CAPTAIN	LEAVING	4th Aug. at 10 A.M.	7th Aug. at 11 A.M.
HAIMUN	Capt. J. W. Evans	SUNDAY		
		WEDNESDAY		

During the months of July & August—Return Tickets available for three months will be issued at a reduction of 25% on the usual rate to Foochow.

Steamers will arrive at and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	July 26.	Aug. 17th, at Noon.
ALDENHAM	Aug. 9.	Aug. 31st, at Noon.
EMPIRE	Aug. 23.	Sept. 14th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY

S.S. 'MINNESOTA'

Capacity 28,000 Tons. Length 630 Feet. Beam 73 1/2 Feet.

21,000 Tons Gross Register. 24,500 Tons Displacement.

EQUIPPED WITH WIRELESS TELEGRAPHY.

(CAPT. T. W. GARRICK).

SAILS FROM HONGKONG ON MONDAY, August 5th, at Noon.

SEATTLE via KEELUNG, NAGASAKI, INLAND SEA, KOBÉ and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, PRINCE'S BUILDING.

Hongkong, November 1, 1911.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 16, DES VŒUX ROAD CENTRAL, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 82, WATER STREET.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office—LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, April 4, 1909.

Notices to Consignees.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship MONGOLIA.

The above-mentioned vessel, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading, countersignatures and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge will be landed on Consignees' risk and expense.

Cargo remaining on board after WEDNESDAY, July 31st, at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on MONDAY, 5th August, at Noon will be subject to storage and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, August 3rd, 1912, at 10 a.m.

All claims must be filed on or before August 29th, 1912, otherwise they will not be recognized.

FRED J. HALTON, Agent.

Hongkong, July 29, 1912.

NOTICE TO CONSIGNEES FROM EUROPE.

THE "Hansa" Steamship GOLDENFELS.

Captain DIEDERICHSEN, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their disposal in the Godown of the Hansa Steamship Co., Ltd., at Kowloon Wharf & Godown Company Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Options Cargo will be carried on unless notice to the contrary be given to the Undersigned.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 31st Inst. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godown where they will be examined on the 30th Inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex a.s. Ferdinand from Stettin.

Ex a.s. Aldeburgh from Harza.

Ex a.s. Laided from Norkoping.

Ex a.s. Theres from Marie from Bordeaux.

Ex a.s. Michel from Bordeaux.

Ex a.s. Albinus from Godeburg.

HAMBURG-MERIKIA LINE, Hongkong Office.

Hongkong, July 25, 1912.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK, COLOMBO AND SINGAPORE.

THE Steamship "PHOTO."

Captain J. A. SURRY, having arrived from the above Port, Consignees of Cargo are hereby informed that an Average bond is lying at the Office of the Undersigned for their signature, and that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon Wharf & Godown Company Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

All Broken, Chafed, and Damaged Goods are to be left in the Godown where they will be examined on FRIDAY, 2nd August, at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 2nd August will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, July 26, 1912.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "Fooling."

Having arrived from the above Port, Consignees of Cargo by sea are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or re-manning on board after 4 p.m., the 1st August will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, July 31, 1912.

THE CHINA MAIL.

Can be obtained at the following places in Hongkong:—

The Hongkong Hotel.

The Hongkong Ferry Wharf.

The Kowloon Ferry Wharf.

